

COUNTRY East Germany Approved For Release 2003/08/12 : CIA-RDP82-00457R014400220005-7

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TOPIC Cottbus AirfieldEVALUATION See belowPLACE OBTAINED [REDACTED]

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DATE OF CONTENT Late July to 21 August 195225X1 DATE OBTAINED [REDACTED] DATE PREPARED 24 September 195225X1 REFERENCES [REDACTED]PAGES 2 ENCLOSURES (NO. & TYPE) 1 sketch on ditto

REMARKS

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1. Between late July and early August, Cottbus airfield was being evacuated, and electric lines were removed. After 15 August, the electric lines and installations had to be re-established using day and night shifts. (1)

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2. On 17, 19 and 20 August, three railroad cars were loaded with parts of wrecked aircraft at Cottbus railroad station and, [REDACTED] left for Bitterfeld.

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3. On 9 August, six railroad tank cars with fuel for the field arrived in Cottbus. On 13 August, 17 MiG-15s landed at the airfield (2) On 1 August, all personnel [REDACTED]

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4. Between 5:45 and 7:30 p.m. on 12 August, there was no flying at the field. Only a few soldiers were observed in the area of the field. [REDACTED]

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5. About 6 p.m. on 14 August, trucks [REDACTED], loaded with the last Soviet soldiers and the equipment of the radio station left the site of the dismantled radio installation near Kolkwitz in the vicinity of the field and moved toward Cottbus.

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6. On 21 August, the field was partially occupied by Volkspolizei. On 20 August, two platoons of 53 soldiers with packs and luggage went from the railroad station to the airfield. The EM were from 18 to 25 years old. They showed a good discipline. Between 9 a.m. and noon on 19 August, a low-wing monoplane with radial engine, similar to the KL-32 type plane, engaged in aerobatics and later towed gliders over the field. During the preceding days, many VF trucks loaded with billeting equipment moved to the field. (3) Numerous Russian women wearing blue epaulets without insignia were observed. [REDACTED] sketch of the badge worn by bomber pilots.

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8. On 21 August, [redacted] the workers who had to discontinue working at the field about four weeks before were hauled to the field on VP trucks in order to resume work there. Among other laborers, 45 painters were employed. It was rumored that the field is to be occupied by VP air units. (3)

9. On 21 August, Reiter (fnu), construction superintendent of the special construction staff in Luckenwalde, said that settlements which were referred to as Staedtchen (small town) were under construction at Cottbus, Brand and Melzow airfields. The Staedtchen in Cottbus which was completed in an unusually short time has been occupied by VP for several days. (4)

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[redacted] Comments.

- (1) The bomber regiment left Cottbus airfield in late July 1952. The type-27 jet bombers assigned to this regiment were transferred to Jueterbog Altes Lager where they were recognized by their aircraft numbers. The present location of the Pe-2 planes has not been determined.
- (2) The arrival of six tank cars with fuel, the landing of 17 MiG-15s and a previous report, according to which 15 8-ton crates on one flatcar each were observed en route from Brest Litovsk to Cottbus via Frankfurt/Oder, indicate that Cottbus airfield has been occupied by a fighter regiment. In connection with three previously reported troop trains from Parchim to Cottbus it is believed that the fighter regiment which is now stationed in Cottbus was located at Parchim airfield up to late July 1952.

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- (3) According to another report, the 3rd Regt of the 1st Air Force Div No 600 of the Volkspolizei is stationed at Cottbus airfield. It is unknown whether this regiment is stationed at the field only temporarily. Since air activity with gliders was previously observed it is believed that this VP air unit already started training.

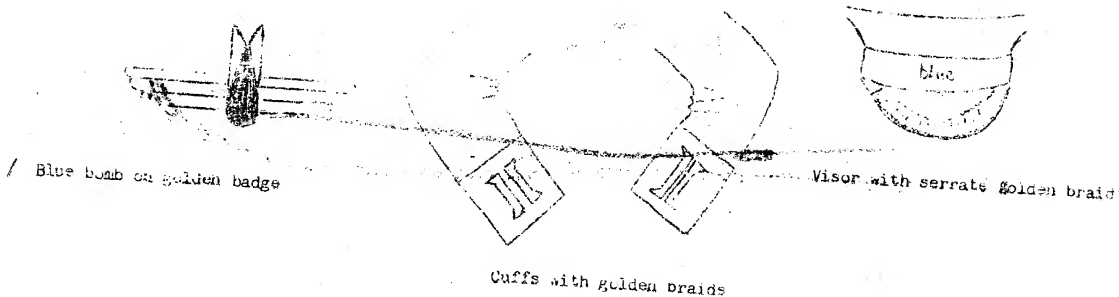
- (4) According to a sketch which was forwarded previously, four buildings were under construction outside the northeastern corner of the landing field. It is believed that these buildings belong to the so-called Staedtchen which is probably occupied by VP air force personnel.

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Insignia worn by bomber pilots at Cottbus Airfield



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